HERITAGE ASSETS SUMMARY
ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 1999
NUMBER OF PHYSICAL UNITS

	Units as of 09/30/98	Additions	Withdrawals	Units as of 09/30/99
Heritage Assets:				
Personal Property:				
Collections				
Artifacts	17,234	31	597	16,668
Display Models	536	0	98	438
Museum	72	201	0	273
Other Collections	209	97	209	97
Total Collections	18,051	329	904	17,476
Other Non-Collection Types				
Sunken Vessels	0	59	0	59
Sunken Aircraft	0	1	0	1
Total Non-Collection Types	0	60	0	60
Total Personal Property Heritage Assets	18,051	389	904	17,536
Real Property:				
Buildings and Structures	546	0	79	467
Memorials	3	0	0	3
Recreational Areas	3	0	0	3
Other Historical Areas	17	0	0	17
Total Real Property Heritage Assets	569	0	79	490

Artifacts are those of the U.S. Coast Guard and Maritime Administration. They can be divided into three general areas: ship equipment, lighthouse and other aids-to-navigation items, and military uniforms.

Ship equipment is generally acquired when the ship is decommissioned and includes small items such as sextants, ship clocks, wall plaques, steering wheels, bells, binnacles, engine order telegraphs, and ship name boards. Conditions vary, but much is worn out from decades of use.

Aids-to-navigation items include fog and buoy bells, lanterns, lamp changing apparatus, and lighthouse lenses. Buoy equipment tends to be worn out and is usually replaced only when new technology makes it obsolete. Classical lighthouse lenses vary greatly in condition. The condition is normally dependent on how long the item has been out of service and not maintained. Most of the good lenses go to local museums or Coast Guard bases as display items.

Military uniforms are generally donated by retired Coast Guard members, and include clothing as well as insignia and accoutrements. Most clothing is in fair to good condition, particularly full dress items which saw little daily wear.

Display Models are mostly of Coast Guard vessels and aircraft. These are often builders' models. In addition to being accurate and valuable, they are generally in very good condition. Builders' models are acquired by the Coast Guard as part of the contracts with the ship or aircraft builders.

Museum and Other Collections are owned by the Maritime Administration. They are merchant marine artifacts, composed of ships' operating equipment, obtained from obsolete ships. They are inoperative and in need of preservation and restoration.

Non-Collection Type heritage assets are sunken vessels and aircraft owned by the Coast Guard under the property clause of the U.S. Constitution, Articles 95 and 96 of the International Law of the Sea Convention, and the sovereign immunity provisions of Admiralty law. Despite the passage of time or the physical condition of these assets, they remain Government-owned until the Congress of the United States formally declares them abandoned. The USCG desires to retain custody of these assets to safeguard the remains of crew members who were lost at sea, to prevent the unauthorized handling of explosives or ordnance which may be aboard, and to preserve culturally valuable relics of the USCG's long and rich tradition of service to our nation in harm's way.

Buildings and Structures include Union Station in Washington, D.C. Union Station is an elegant and unique turn-of-the-century rail station in which one finds a wide variety of elaborate, artistic workmanship characteristic of the period. Union Station is listed on the National Register of Historic Places. The station consists of the renovated original building and a parking garage which was added by the U.S. Park Service. The Federal Railroad Administration received title to Union Station through appropriated funds and assumption of a mortgage. Mortgage payments are made by Union Station Venture Limited which manages the property. Union Station Redevelopment Corporation, a non-profit group instrumental in the renovation of the station, sublets the operation of the station to Union Station Venture Limited.

The bulk of the additional real property designated heritage assets is Coast Guard lighthouses and their related buildings and structures. These lighthouses have been acquired by the Coast Guard during the normal course of construction over the years, and have since been designated as "historic" due to their significance in American history, architecture, archaeology, engineering, or culture.

The buildings and structures withdrawn during this fiscal year are lighthouses and related buildings and structures disposed of by the General Services Administration or in compliance with Public Laws 104-324 and 105-383.

NATIONAL DEFENSE PROPERTY, PLANT, AND EQUIPMENT SUMMARY
NUMBER OF PHYSICAL UNITS AND
ACQUISITION COSTS

(Dollars in Thousands)

National Defense Reserve Fleet Vessels	Units	Acquisition Costs	Capital Improvements	Total Improved Costs
National Defense Vessels	144	$ 1,306,775	$ 598,509	$ 1,905,284

All DOT National Defense Property, Plant, and Equipment (PP&E) is in the Maritime Administration. Since *non-preservation* ships in the National Defense Reserve Fleet (NDRF) do not meet the criteria for National Defense PP&E, the residual value of scrap ships remains in General PP&E. The Ready Reserve Fleet (RRF) is a component of the NDRF. A vessel downgraded from RRF is still a NDRF asset and its removal from the RRF does not affect the total of the NDRF. Capital improvements reflect all costs on record, some dating to the late 1970's.

NONFEDERAL PHYSICAL PROPERTY
ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 1999
TRANSPORTATION INVESTMENTS
(Dollars in Thousands)

	FY 1998	FY 1999
Surface Transportation:		
Federal Highway Administration		
Federal Aid Highways (Highway Trust Fund)	$ 19,967,116	$ 22,741,808
Other Highway Trust Fund Programs	119,276	124,705
General Fund Programs	173,230	90,587
Appalachian Development System	187,173	137,265
Federal Transit Administration		
Discretionary Grants	1,872,945	1,523,797
Formula Grants	1,729,350	2,097,423
Washington Metro	183,626	167,269
Interstate Transfer Grants	2,693	18,584
Surface Transportation Nonfederal Physical Property Investments	$ 24,235,409	$ 26,901,438
Air Transportation:		
Federal Aviation Administration		
Airport Improvement Program	$ 1,436,541	$ 1,604,567
Air Transportation Nonfederal Physical Property Investments	$ 1,436,541	$ 1,604,567
Total Nonfederal Physical Property Investments	$ 25,671,950	$ 28,506,005

The **Federal Highway Administration** reimburses States for construction costs on projects related to the Federal Aid Highway system of roads. The main programs in which the States participate are the National Highway System, Interstate Systems, Surface Transportation, and Congestion Mitigation/Air Quality Improvement. The States' contribution is ten percent for the Interstate System and twenty percent for most other programs.

The **Federal Transit Administration** provides grants to State and local transit authorities and agencies.

Discretionary grants provide capital assistance to finance acquisition, construction, reconstruction, and improvement of facilities and equipment. Discretionary grants fund the categories of new starts, fixed guideway modernization, and bus and bus-related activities.

Formula grants provide capital assistance to urban and nonurban areas and may be used for a wide variety of mass transit purposes, including planning, construction of facilities, and purchases of buses and railcars. Funding also includes providing transportation to meet the special needs of elderly individuals and individuals with disabilities.

Washington Metro provides funding to support the construction of the Washington Metrorail System.

Interstate Transfer Grants provided Federal funding from FY 1976 through FY 1995 to allow States and localities to fund transit capital projects substituted for previously withdrawn segments of the Interstate Highway System.

The **Federal Aviation Administration** (FAA) makes project grants for airport planning and development under the Airport Improvement Program (AIP) to maintain a safe and efficient nationwide system of public-use airports that meet both present and future needs of civil aeronautics. FAA works to improve the infrastructure of the Nation's airports, in cooperation with airport authorities, local and State governments, and metropolitan planning organizations. In FY 1999 FAA issued 1,489 grants to improve and expand the Nation's airports.

HUMAN CAPITAL INVESTMENT EXPENSES
ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 1999
(Dollars in Thousands)

	FY 1998	FY 1999
Surface Transportation:		
Federal Highway Administration		
National Highway Institute Training	$ 2,716	$ 2,540
Federal Transit Administration		
National Transit Institute Training	3,849	3,849
Research and Special Programs Administration		
Hazardous Materials (Hazmat) Training	3,116	5,118
Surface Transportation Human Capital Investments	$ 9,681	$ 11,507
Maritime Transportation:		
Maritime Administration		
State Maritime Academies Training[1]	$ 7,900	$ 7,550
Additional Maritime Training	453	463
Maritime Transportation Human Capital Investments	$ 8,353	$ 8,013
Total Human Capital Investments	$ 18,034	$ 19,520

[1] Does not include funding for the Student Incentive Payment (SIP) Program which produces graduates who are obligated to serve in a reserve component of the United States armed forces.

The National Highway Institute conducts various training courses for all aspects of **Federal Highway Administration.** Students are typically State and local police, State highway department employees, public safety and motor vehicle employees, and U.S. citizens and foreign nationals engaged in highway work of interest to the U.S. Types of courses given and developed are modern developments, technique, management, planning, environmental factors, engineering, safety, construction, and maintenance.

The National Transit Institute of the **Federal Transit Administration** develops and offers training courses to improve transit planning and operations. Technology courses cover such topics as alternative fuels, turnkey project delivery systems, communications-based train controls, and integration of advanced technologies.

The **Research and Special Programs Administration** administers Hazardous Material Training (Hazmat). The purpose of Hazmat Training is to train State and local emergency personnel on the handling of hazardous materials in the event of a hazardous material spill or storage problem.

The **Maritime Administration** (MARAD) provided direct payments of $200,000 each to the six State Maritime Academies which MARAD recognizes as regional maritime academies. MARAD also provides funding to the State Maritime Academies through maintenance and repair of a training vessel owned by MARAD and loaned to each of the five sea coast maritime academies for use in at-sea training and as shore-side laboratories. Additional maritime training funding provides firefighting training to over 1,900 maritime personnel each year at three locations throughout the country. In addition, MARAD's National Sealift Training Program provides instruction in defense communications, maritime security and sealift readiness to approximately 50 senior deck officers each year.

RESEARCH AND DEVELOPMENT INVESTMENTS
ANNUAL STEWARDSHIP INFORMATION, SEPTEMBER 30, 1999
(Dollars in Thousands)

	FY 1998	FY 1999
Surface Transportation:		
Federal Highway Administration		
Intelligent Transportation Systems	$ 189,612	$ 286,105
Other Applied Research and Development	123,739	137,588
Federal Transit Administration		
Applied Research and Development:		
Transit Planning and Research	5,966	5,134
Transit University Transportation Centers	2,556	1,920
Research Training and Human Resources	24	0
Discretionary Grants	48	0
Research and Special Programs Administration		
Applied Research and Development:		
Research and Technology	1,738	2,540
Pipeline Safety	792	1,780
Hazardous Materials	313	758
Emergency Transportation	35	204
Surface Transportation Research and Development Investments	$ 324,823	$ 436,029

	FY 1998	FY 1999
Air Transportation:		
Federal Aviation Administration		
Research and Development Plant	$ 11,254	$ 14,290
Other Applied Research and Development	151,511	122,902
Administration	54,179	36,466
Air Transportation Research and Development Investments	$ 216,944	$ 173,658
Maritime Transportation:		
U.S. Coast Guard		
Applied Research, Development, Test and Evaluation:		
Marine Safety	$ 9,416	$ 10,069
Enforcement of Laws and Treaties	4,228	4,521
Marine Environmental Protection	3,230	3,454
Aids to Navigation	2,701	2,889
Maritime Transportation Research and Development Investments	$ 19,575	$ 20,933
Total Research and Development Investments	$ 561,342	$ 630,620

The **Federal Highway Administration's** research and development programs are earmarks in the appropriations bills for the fiscal year. Typically these programs are related to safety, pavements, structures, and environment. Intelligent Transportation Systems was created to promote automated highways and vehicles to enhance the national highway system.

The **Federal Transit Administration** supports research and development in the following program areas:

Research and development in Transit Planning and Research supports two major areas: the National Research Program and the Transit Cooperative Research Program. The National Research Program funds the research and development of innovative transit technologies such as safety-enhancing commuter rail control systems, hybrid electric buses, and fuel cell and battery-powered propulsion systems. The Transit Cooperative Research Program focuses on issues significant to the transit industry with emphasis on local problem-solving research.

Transit University Transportation Centers, combined with funds from the Highway Trust Fund, provide continued support for research, education, and technology transfer.

Research and development activities were funded under the Research Training and Human Resources program until FY 1993. Since FY 1993, these activities have been funded under the Transit Planning and Research Program.

Discretionary Grants funded the National Research Program in FY 1992.

The **Research and Special Programs Administration** funds research and development activities for the following organizations and activities:

The Office of Pipeline Safety is involved in research and development in information systems, risk assessment, mapping, and non-destructive evaluation.

The Office of Hazardous Materials is involved in research, development, and analysis in regulation compliance, safety, and information systems.

The Office of Emergency Transportation is involved in research and development in mapping software for the Crisis Management Center, transportation policy, and outreach efforts.

The Office of Research and Technology is involved in research and development for the University of Technology and Education.

The **Federal Aviation Administration** (FAA) conducts research and provides the essential air traffic control infrastructure to meet increasing demands for higher levels of system safety, security, capacity, and efficiency. Research priorities in FY 1999 included aircraft structures and materials; fire and cabin safety; crash injury protection; explosive detection systems; improved in-flight icing and ground de-icing operations; better tools to predict and warn of weather hazards, turbulence and wake vortices; aviation medicine, and human factors.

The **U.S. Coast Guard** funds research, development, testing, and evaluation in the following program areas:

The goal of the Marine Safety Program is to improve safety both in the commercial and public maritime communities as well as within the Coast Guard, without encumbering operational performance or the economic competitiveness of the U.S. maritime industry. An active research program in the areas of risk management, fire safety, human error reduction, and ship design will lead to overall improvements in the safety of our marine system by preventing accidents, loss of life, and environmental damage. The results from this research are also used to develop national and international maritime and vessel safety standards.

The Enforcement of Laws and Treaties Program supports the Coast Guard's maritime security goal and the Department's national security goal. These research projects evaluate detection capability improvements, including identifying new technology to counter threats to Coast Guard detection and search devices, resulting in increased probability of detecting illegal smuggling.

The goal of the Marine Environmental Protection Program is to make significant advances in Coast Guard performance in its role as a spill response organization by developing improved training, surveillance, response, and countermeasure systems for emergency response. The results of these efforts are incorporated into Coast Guard planning and management tools to enable a faster, more efficient, and less chaotic response during major spills as well as being used as the basis for developing new technologies or methods for controlling and removing oil or other hazardous substances after a spill. An effective marine environmental protection program requires sophisticated management and planning tools, techniques, and equipment to allocate resources when responding to spills, and efficient clean-up technologies when recovering hazardous material and restoring the environment.

The goal of the Aids to Navigation program is to improve the efficiency of our waterways by developing and evaluating technologies for navigation and traffic monitoring, and providing tools to the waterways manager for making decisions on where resources may best be invested in our nation's waterways to achieve the greatest benefits. This work also supports the Department's goal for an Intelligent Transportation System infrastructure and provides technological and operational improvements that have the potential to increase the rate at which goods can move safely through our waterways. Improvements in the design and operations of our waterways provide significant benefits to the nation in terms of reducing transportation costs and increasing the volume of goods transported on our waters. The efficiency and effectiveness of our waterways contributes directly to the economic health and vitality of the nation.